

Phase II and Phase III Project Cover Sheet

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REPORT INFORMATION:

1975 Clark, Wayne E.

Northwest Transportation Corridor Archeological Survey Project: 1974 Interim Report
18BA106 & 18BA112.

Submitted to the Maryland State Highway Administration

Library ID No: 00005410

Catalog/Shelving ID: BA 9B

Research Firm/Institution:

Division of Archeology, Maryland Geological Survey

2300 St. Paul Street

Baltimore, MD 21218

Sites examined:

18BA106

18BA112

Project Details:

Phase I

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Project Justification:

This report details the second phase of field research for the Northwest Transportation Corridor conducted in 1974. The purpose of the earlier 1973 reconnaissance survey was to locate as many historic and prehistoric sites as possible within the accessible portions of the direct impact zone. The 1974 second phase survey involved controlled surface collection of the areas that had previously been in crop in 1973. Due to delays in starting the project, and after the fields had again been cultivated and planted, a controlled surface survey was not possible until the spring plowing. However, archeologists from MGS with help from several Boy Scouts conducted a random collection of the field. Following the 1974 cultivation the site was revisited after every rain and in June when the soils were washed off of a sufficient quantity of artifacts, the entire surface area of the field was surveyed.

MAC Accession: 1974.005

Phase II

Phase III

Project Objectives:

-Define the spatial patterning of artifacts at the two sites

Research Potential:

See below for remaining research questions at 18BA106.

See below for remaining research questions at 18BA112.

REPORT INFORMATION:

1976 Clark, Wayne E.

The Northwest Transportation Corridor Archeological Survey Project 1973-1975, Final Report.

Submitted to the Maryland State Highway Administration

Library ID No: 00005411

Catalog/Shelving ID: BA 9C

Research Firm/Institution:

Division of Archeology, Maryland Geological Survey

2300 St. Paul Street

Baltimore, MD 21218

Sites examined:

18BA106

18BA112

Project Details:

Phase I

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Project Justification:

Between 1973 and 1975 three stages of investigations were undertaken at Sites 18BA106 and 18BA112 by personnel from the Maryland Geological Survey (MGS). The 1973 and 1974 fieldwork seasons were reported separately but the 1975 season was combined with the previous 2 seasons in this final report on the 3 year project. The Northwest Transportation Corridor project involved construction of a highway from Gwynn Falls until it emerged upon the relatively flat uplands which continue beyond the project area to MD Route 30 at Reisterstown. The proposed impact to the sites was the construction of a parking lot for the rapid rail transit line associated with the Northwest Expressway. In

Phase II

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Phase III

Project Objectives:

-Identify all cultural resources located within the proposed alignments

-Define the boundaries of the sites

-Collect data to determine the chronology and function of the sites

all, 15 alternatives were proposed for the highway alignment.

Research Potential:

See below for remaining research questions at 18BA106.

See below for remaining research questions at 18BA112.

REPORT INFORMATION:

1983 Kavanagh, Maureen

Phase II Archeological Investigations at the Painters Mill Site (18BA106) and the Gwynns Falls Site (18BA112), Northwest Expressway, Baltimore County, Maryland.
Submitted to the Maryland State Highway Administration

Library ID No: 00005426 Catalog/Shelving ID: BA 23

Research Firm/Institution:

Division of Archeology, Maryland Geological Survey
2300 St. Paul Street
Baltimore, MD 21218

Sites examined:

18BA106 18BA112

Project Details:

Phase I		Project Justification:	Project Objectives:
Phase II	<input checked="" type="checkbox"/>	In September 1981, staff from MGS conducted Phase II archeological investigations at the site prior to construction of the Northwest Expressway. Based on the results of the Phase I/II survey, further testing for buried archeological deposits at Sites 18BA106 and 18BA112 was recommended.	-Determine if buried cultural resources exist at the sites -Excavate Sites 18BA106 and 18BA112 to determine the relationship between the distribution of surface artifacts at the sites with the distribution of cultural features at the sites
Phase III			

MAC Accession: 1981.014

Research Potential:

The Painters Camp Site (18BA106), also called the Painters Mill Site, represents over 8,000 years of periodic occupation of the same space. It is a prehistoric base camp site with occupations from the Early Archaic to the late Woodland periods. Initially, the Deputy State Historic preservation Officer determined that the site was eligible for listing to the National Register of Historic Places. The determination was based on the faulty premises that site 18BA106 was the only site in the Gwynn Falls valley to produce Woodland ceramics and that activity areas were in evidence, that it contained a number of significant components related to the Little Round Bay, Sullivan Cove and Potomac Creek Phases, and that it had the potential for in situ features and possible buried deposits. However, the Phase II study revealed that this was not the only site in the valley to produce Woodland ceramics and that activity areas could not be discerned. As a result of pedological analysis and the identification of only 2 possible features following stripping of nearly 840 m² in the center of the site, the potential for buried deposits was determined to be negligible. Therefore, the research potential of the site was determined to be less than anticipated. As a consequence, no any additional work was recommended at the Painters Camp Site. Currently, nearly the entire site is covered by the rapid rail transit parking lot located on the east side of the highway.

The Painters Mill Road Site (18BA112), also known as the Gwynn Falls site, is a multi-component prehistoric site with evidence for period short-term use during the Early Archaic period and possibly as far as the Middle Woodland period. The site was most actively utilized during the Archaic period. Archeological investigations at the site led to the conclusion that no buried cultural deposits exist there. As a consequence, no any additional work was recommended at the Painters Camp Site. Currently, nearly the entire site is covered by the rapid rail transit parking lot located on the east side of the highway.